

# Innovation & Sustainability

**Moderator: Jacky Grimshaw, Center for  
Neighborhood Technology**

**Panelist:** Doug Farr, *Farr Associates*  
Benet Haller, *Director, Urban Design & Planning,  
Chicago Department of Transportation*  
Howard Learner, *President & Executive Director,  
Environmental Law & Policy Center*  
Therese McMillan, *Deputy Administrator, Federal  
Transit Administration*

**BEYOND  
TRANSPORTATION**

# Doug Farr

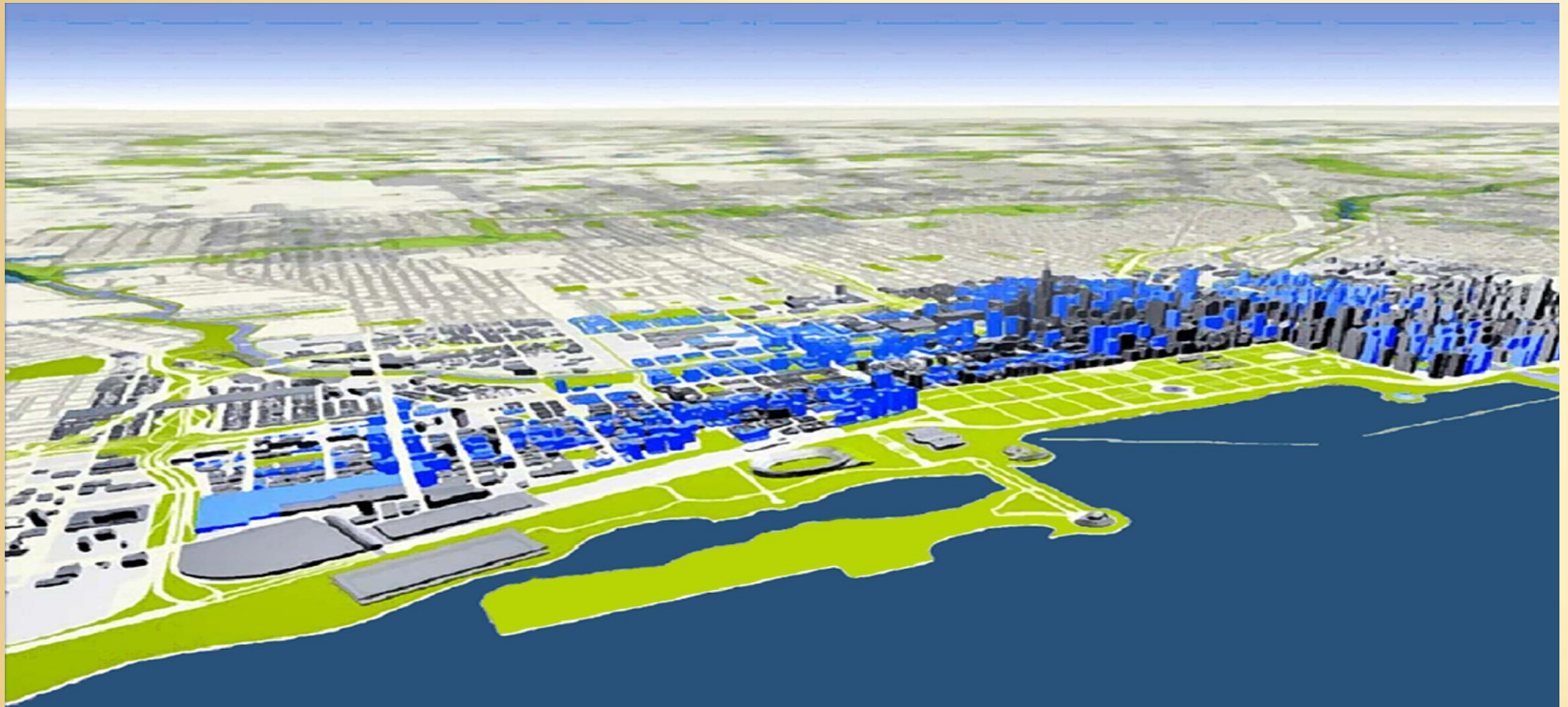
## *Farr Associates*

BEYOND  
TRANSPORTATION

Benet Haller

*Director, Urban Design & Planning,  
Chicago Dept. of Transportation*

BEYOND  
TRANSPORTATION



# CHICAGO CENTRAL AREA ACTION PLAN

Economic Impact of Rail





IMAGINATION

# Population & Demographic Trends

- The Central Area's population was estimated to be 165,500 at the end of 2007, an **increase of nearly 54,000** since the 2000 Census.
- By **2020**, the population of the Central Area is forecast to be between **215,000 and 230,000**.
- By 2020, growth of 4,500 to 6,000 jobs per year is estimated to push Central Area employment between **630,000 and 650,000**.

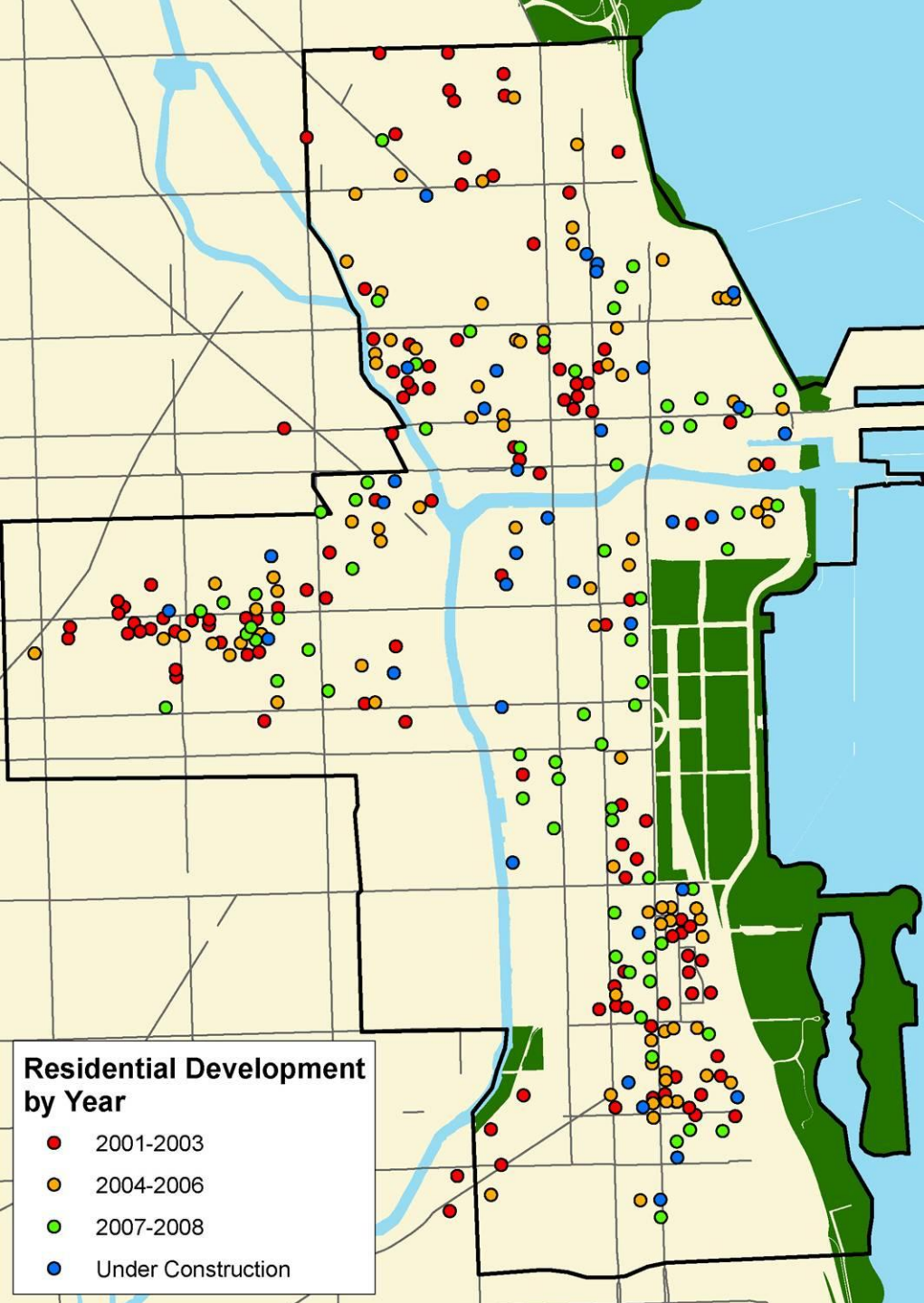
## Residential Development

Map shows residential projects completed since 2001 and under construction.

Residential development outpaced the forecast of the 2003 Central Area Plan

An **annual average of 4,200 new housing units** has been added since 2000.

Current conditions suggest that an **annual average of 2,600 to 3,300** new housing units will be added each year through 2020.





## Office Development

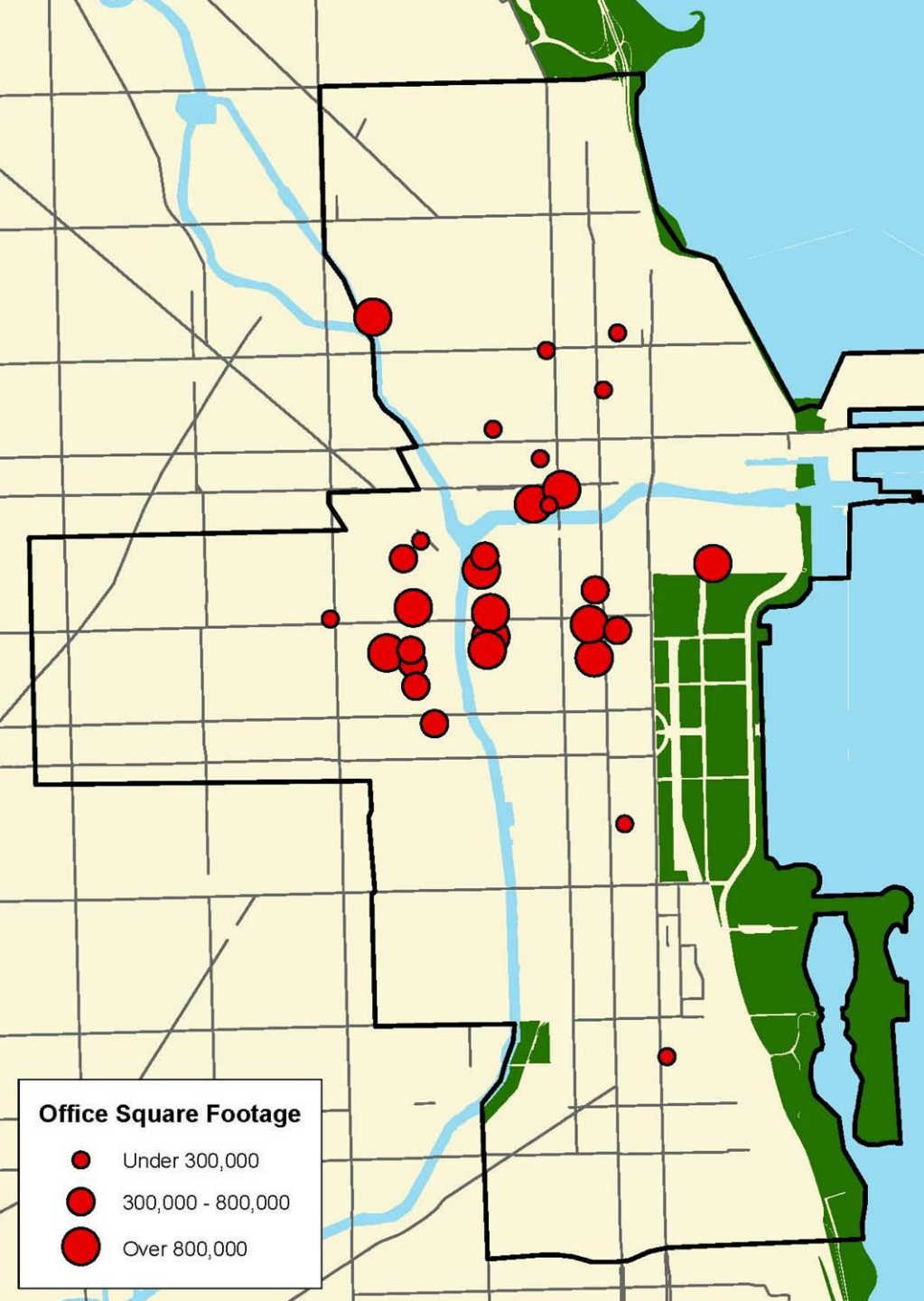
Map shows buildings completed since 2001 and under construction.

Office market began a period of recovery in 2006 with positive absorption, dropping vacancy rates, and stable or rising rents.

Several large office buildings are under construction, but few new projects are likely to start until the economy recovers.

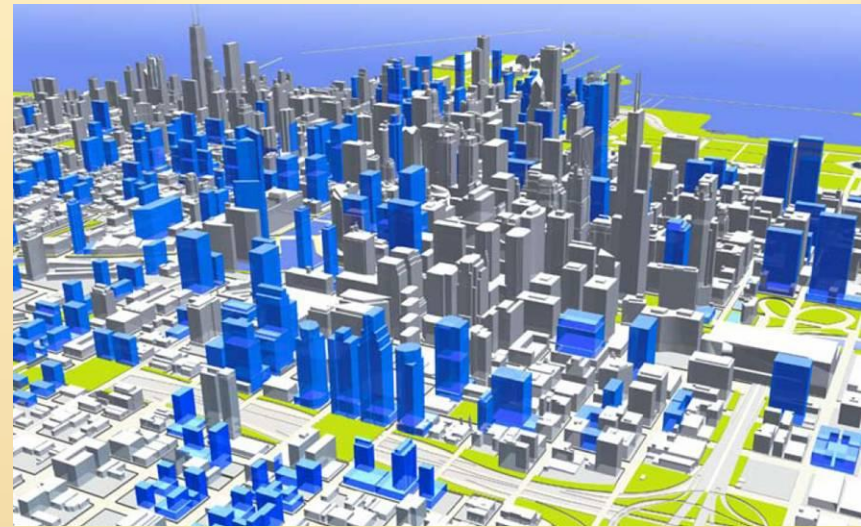
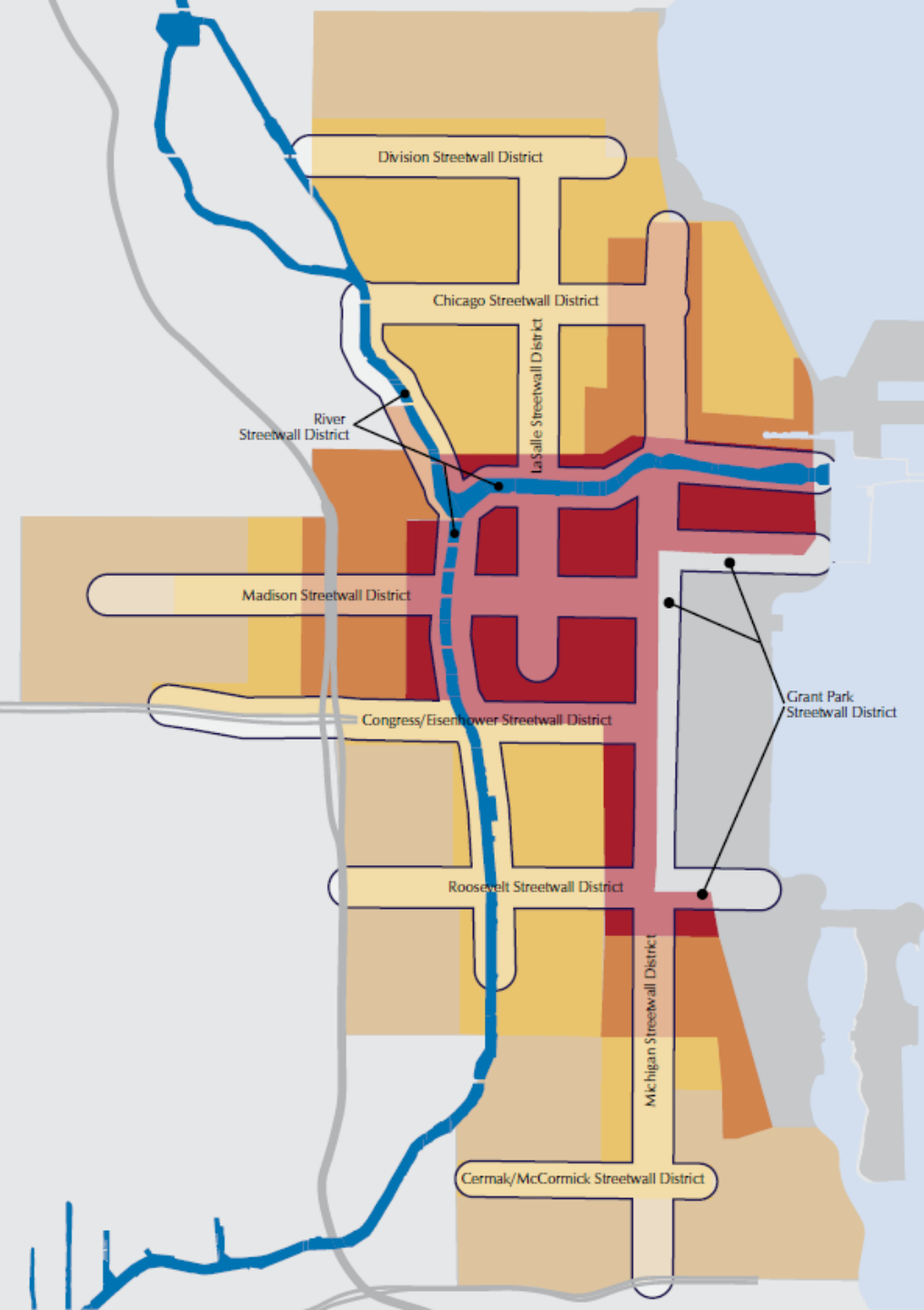
Average annual demand is **forecast to be 1.2 to 1.5 million square feet.**

The supply is not constrained since identified prime office development sites and available space in existing buildings could accommodate approximately 25 million square feet.





# Urban Form

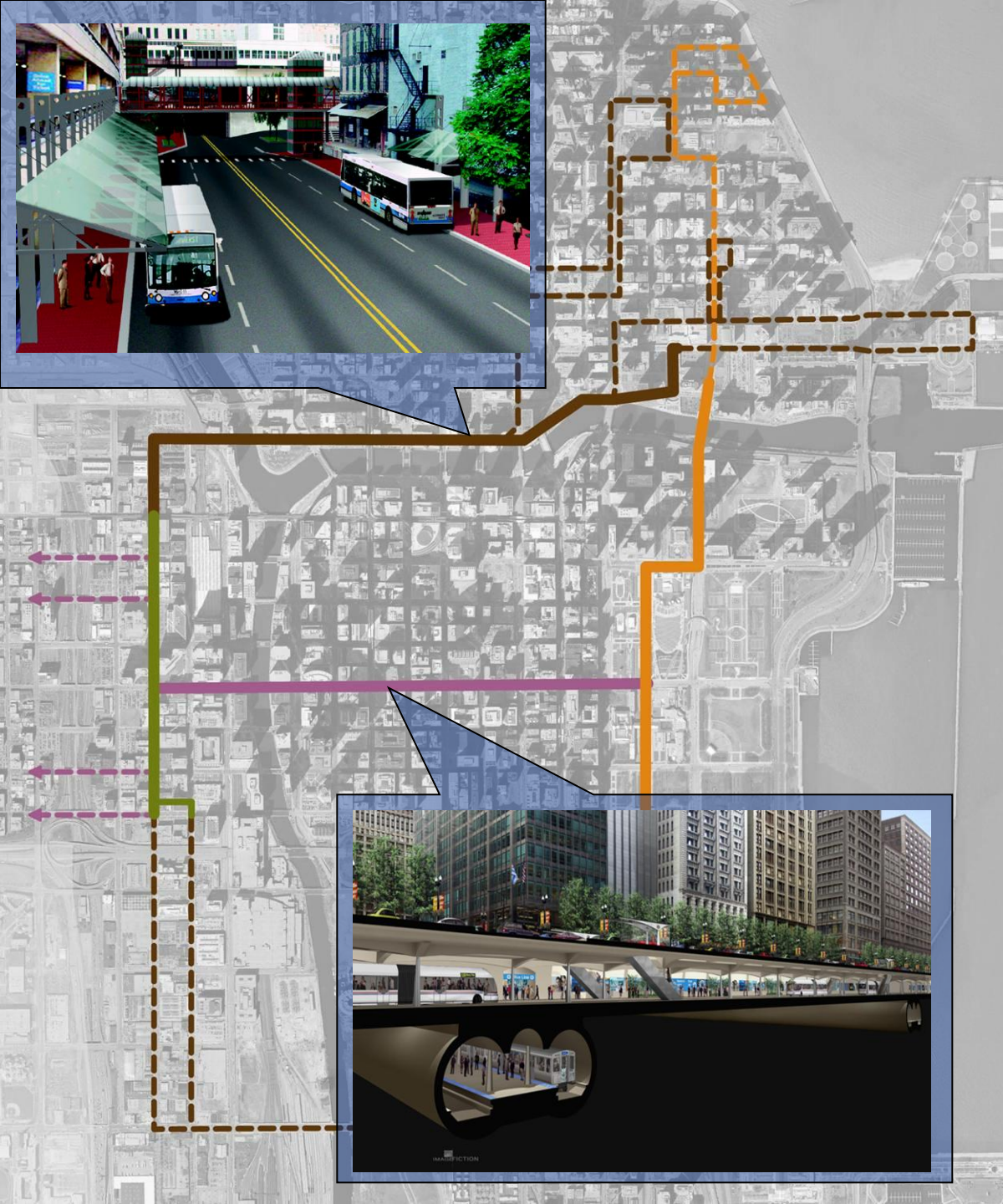


# Proposed Transit Improvements within the Central Area



## Central Area Transitways

Carroll Ave  
Lakefront  
East-West (Monroe  
Street)  
Clinton Street







# Clinton Street Subway

**City Role:** Partner with RTA, CTA

**Timeframe:** 2012– 2020

**Cost Estimate:** \$3B

**Potential Funding Sources:**

FTA New Starts, TIF, CMAQ

## CRITERIA RATING

### Transportation

Improves access to growing River North subdistrict

Removes congestion from State Street (Red Line) Subway

### Economic Development & Land Use

Serves main corridor of high-density office growth in West Loop

### Environment & Open Space

Helps maximize usage of existing system



# Airport Express Service

City Role: Partner with CTA

Timeframe: 2008–2012

Cost Estimate: \$1.5B

Potential Funding Sources:

State/federal funds (construction),  
private funds (operations)



## CRITERIA RATING

### Transportation

Improves travel times to both airports from  
Central Area terminal

May be combined with other signal/track  
improvements on O'Hare branch

### Economic Development & Land Use

Improves access for travelers to Central  
Loop employment center

Enhances Chicago's attractiveness as  
corporate headquarters city

### Environment & Open Space

Reduces reliance on auto/taxis for trips to  
airport

## West Loop Transportation Center



# West Loop Transportation Center

City Role: Lead

Timeframe: 2012–2016

Cost Estimate: \$2B

Potential Funding Sources:

FTA New Starts, State bonds, TIF

## CRITERIA RATING

### Transportation

Connects major West Loop hubs with local, regional, and national networks

Will serve future transitway and Clinton subway projects

### Economic Development & Land Use

Invests in West Loop, the area driving Central Area employment growth

### Environment & Open Space

Supports all alternatives to auto use

## Ridership at Union Station – Current and Forecast (with high speed rail)

	Current		2025		increase
	daily	annual	daily	annual	
Amtrak/H SR	9,091	3,000,000	24,242	8,000,000	166. 7%
METRA	108,000	28,620,000	148,261	40,000,000	37.3 %
total	117,091	31,620,000	172,503	48,000,000	49.6 %



# Union Station Upgrades

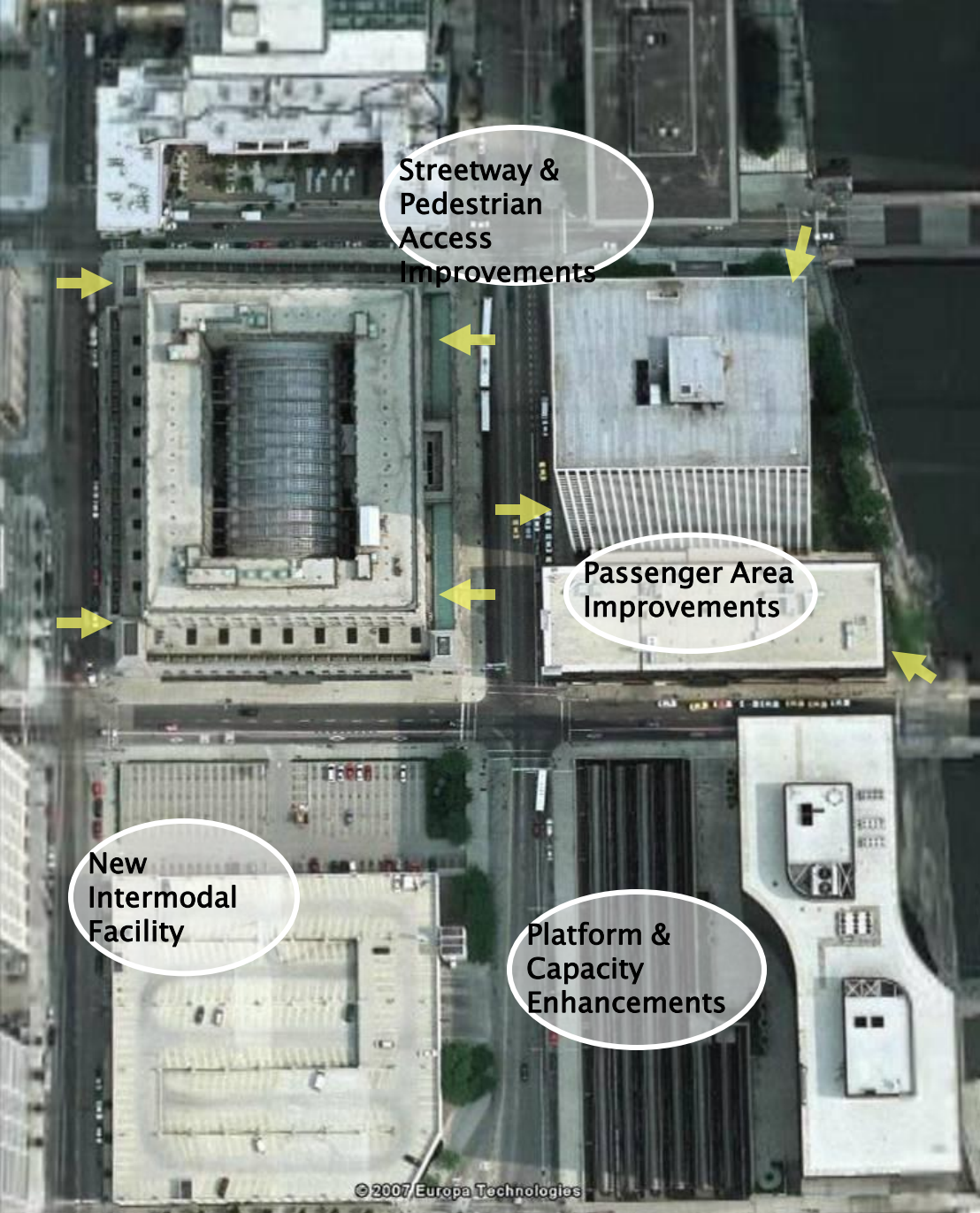
**City Role:** Partner with Amtrak, Metra, RTA

**Timeframe:** 2008–2012

**Cost Estimate:** \$80M – \$100M

**Potential Funding Sources:**

State/local bonds, TIF, CMAQ, Amtrak



## CRITERIA RATING

### Transportation

Improves efficiency of busiest transfer site in the region

Improves comfort, accessibility, & potential capacity of existing service

### Economic Development & Land Use

Enhances West Loop as hub of new office growth

### Environment & Open Space

Helps maximize usage of landmark station



# Protect rights-of-way

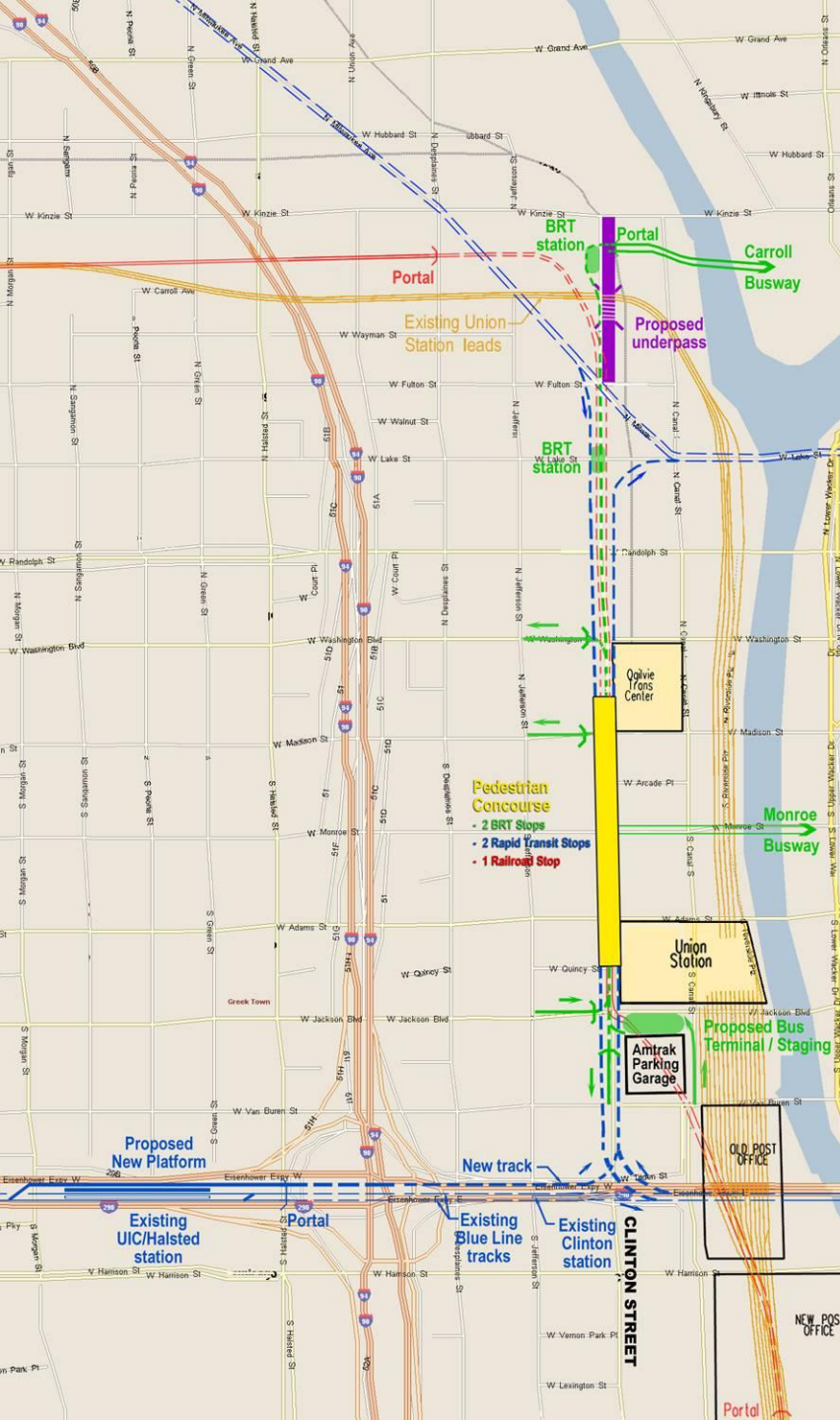
City Role: Make sure adjacent developments do not preclude access

Timeframe: on-going

Cost Estimate: varies

Potential Funding Sources:

TIF, private development community



# Section looking southeast towards Ogilvie Station





# St. Pancras



# Howard Learner

*President & Executive Director,  
Environmental Law & Policy Center*

BEYOND  
TRANSPORTATION





Therese McMillan

*Deputy Administrator, Federal  
Transit Administration*

BEYOND  
TRANSPORTATION

*[www.beyond transportation.illinois.gov](http://www.beyond transportation.illinois.gov)*

**BEYOND**  
**TRANSPORTATION**